

Southern Pacific Depot
450 East Street at Lincoln Avenue
Woodland
Yolo County
California

HABS No. CA-2297

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Western Region
Department of Interior
San Francisco, California 94102

HISTORIC AMERICAN BUILDINGS SURVEY

SOUTHERN PACIFIC DEPOT

HABS No. CA-2297

LOCATION: 450 East Street at Lincoln Avenue, Woodland, Yolo County, California

SIGNIFICANCE: Woodland Train Depot - Southern Pacific Line

DESCRIPTION: The structure is Classical Revival in style. There are two parts to the roof; the front roof is shingled (roof closest to East Street), and the rear roof is aluminum. Both are hipped and all present roof coverings are different than the original wood shingle. The roof parallel to the railroad tracks is longer and narrower with a lower pitched hip than the roof attached at the back. The major roof structure covers an "open veranda" type space extending across the front of the building, covering a concrete slab platform at grade. This roof is also supported with 13 Roman Tuscan columns. The back roof adjoining the front roof is a medium hip gable with dormers featuring 3 small windows on both the front and back sides of the main roofs. Eaves project from all sides of the building with rafters that are visible. The building has wood siding and soffits under the front veranda, with exposed beams supporting the columns. A bay observation window (facing railroad tracks) extends out in a half circle. The windows are double-hung and each sash has 4 lites. The doors are half lite/half panel with transoms. There are also 2 brick chimneys on the rear (west) slope of the roof.

For the most part, the building remains in its original state; there are very few alterations. All of the original rooms, woodwork and detailing are intact except for the seats in the waiting rooms. A small storeroom with one exterior door and the floor of the baggage room have been raised to the same height as the loading dock platform that has been added at the west door of the room. One of the exterior doors has been replaced with double doors, and there is also a pair of double doors in the north wall of the building that has been added in a location that was originally a

pair of windows. The original narrow horizontal siding and trim is still intact on the exterior, but the roof has been re-covered several times.

HISTORY:

In February, 1910, plans were made for a new Woodland Depot, following standard Southern Pacific standards of the time. In February, 1911, the plans were modified with certain details. The Depot was finally completed in early 1913 and was painted in the standard Southern Pacific colors of brown and yellowish tan. It served both as a passenger station, with waiting rooms and a passenger agent on duty, and as a station for less-than-carload freight.

The Woodland Depot is situated on what is commonly known as the Southern Pacific "West Valley Line". The West Valley Line connects at Davis, CA. with the Southern Pacific "Cal-P Line" (named after the old California Pacific railroad which was bought out by Southern Pacific). At Tehama, CA. the West Valley Line connects with the Southern Pacific "East Valley Line".

Sometime around 1930, the southern portion of the Depot Building, which was used for freight and baggage, was modified so that it would be easier to load motor trucks. A false floor was built on the west two-thirds of the room and a small loading dock for trucks was built. In the 1950's the building was re-painted into the current green color that it is today.

In 1975, the northern portion of the Depot was leased to the Greyhound Corporation for use as a Bus Station. This portion is currently leased to a Greyhound agent.

In 1988, Southern Pacific closed the Depot, which had been used as the office of a freight agent since the discontinuance of passenger service, and moved all operations to Sacramento. The Greyhound operation remained.

Upon hearing the news that Southern Pacific planned to demolish the Depot, a local committee

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was formed to preserve the Depot. Southern Pacific agreed to sell the Depot to Sacramento Valley Historic Railways, Inc. (a non-profit railroad artifacts preservation group) for a nominal fee with the condition the Depot be relocated away from the Southern Pacific main line.

Property was subsequently purchased from Southern Pacific about 100 yards west of the original location of the Depot and plans call for the Depot to be moved to this site and renovated to its historic appearance. The refurbished Depot will serve as a railroad museum and community meeting facility.

SOURCES:

Woodland Historical Resources Inventory (prepared in 1982 for State of California Department of Parks and Recreation).

HISTORIANS:

Bill McCandless, Architect, Wirth & McCandless Architects, AIA, January 25, 1991

John P. McMahan, Woodland Southern Pacific Depot Preservation Committee





